Amendments to the Claims:

The listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently Amended) A power transmission apparatus for use in an automobile, comprising:

(a) an engine;

(b) a gear-type transmission having: (b1) a first input shaft to which ~~motive~~ power is transmitted from said engine through a first friction clutch; (b2) a second input shaft to which ~~motive~~ power is transmitted from said engine through a second friction clutch; (b3) a plurality ~~plural numbers~~ of gear trains provided between said first input shaft and an output shaft and between said second input shaft and said output shaft; and (b4) a claw clutch provided on said gear trains;

(c) a first motor connected to said first input shaft; and

(d) a second motor connected to said second input shaft, wherein,

said first or second motor is driven so as to suppress torque fluctuation on said output shaft after torque transmitted by said second friction clutch coincides substantially with output shaft torque of said engine in conducting a gear-shift through a change-over from said first friction clutch to said second friction clutch

~~either one of said first motor and said second motor is driven so that reduction of torque on said output shaft is compensated, when conducting gear-shift through change-over of said gear trains by means of said claw clutch~~.

2. (Currently Amended) A power transmission apparatus for use in an automobile, comprising:

(a) an engine;

(b) a gear-type transmission having: (b1) a first input shaft to which ~~motive~~ power is transmitted from said engine through a first friction clutch; (b2) a second input shaft to which ~~motive~~ power is transmitted from said engine through a second friction clutch; (b3) a plurality ~~plural numbers~~ of gear trains provided between said first input shaft and an output shaft and between said second input shaft and said output shaft; and (b4) a claw clutch provided on said gear trains;

(c) a first motor connected to said first input shaft; and

(d) a second motor connected to said second input shaft, wherein,

either one of said first motor and said second motor is driven so that torque fluctuation on said output shaft is suppressed~~, when~~ after an increase in a pressing force upon said friction clutch starts in conducting gear-shift through change-over from ~~between~~ said first friction clutch to ~~and~~ said second friction clutch.

3. (Currently Amended) A power transmission apparatus[,] as described in claim 1 or 2, wherein either one of said first motor or said second motor is driven so that wear-out of said claw clutch is suppressed by controlling a rotating speed of either one of said first input shaft and said second input shaft, when conducting gear-shift through change-over of said gear trains ~~by means of~~ with said claw clutch.

4-13. (Cancelled)

14. (New) A power transmission apparatus as described in claim 1, wherein said first or second motor is driven so as to absorb torque from said output shaft when a transmission step before gear-shifting is lower than that after gear-shifting.

15. (New) A power transmission apparatus as described in claim 1, wherein said first or second motor is driven so as to supply torque to said output shaft when a transmission step before gear-shifting is lower than that after gear-shifting.

16. (New) A power transmission apparatus for use in an automobile, comprising:

(a) an engine;

(b) a gear-type transmission having: (b1) a first input shaft to which power is transmitted from said engine through a first friction clutch; (b2) a second input shaft to which power is transmitted from said engine through a second friction clutch; (b3) a plurality of gear trains provided between said first input shaft and an output shaft and between said second input shaft and said output shaft; and (b4) a claw clutch provided on said gear trains;

(c) a first motor connected to said first input shaft; and

(d) a second motor connected to said second input shaft, wherein said first or second motor is driven so that torque fluctuation on said output shaft is suppressed after a decrease in a pressing force upon said friction clutch starts in conducting a gear-shift through a change-over from said first friction clutch to said second friction clutch.

17. (New) A power transmission apparatus as described in claim 16, wherein said first or second motor is driven so as to supply torque to said output shaft when a transmission step before gear-shifting is higher than that after gear-shifting.

18. (New) A power transmission apparatus as described in claim 2, wherein either one of said first motor or said second motor is driven so that wear-out of said claw clutch is suppressed by controlling a rotating speed of either one of said first input shaft and said second input shaft, when conducting gear-shift through change-over of said gear trains with said claw clutch.